

Sub H' 57. (Amended) A retaining wall as claimed in claim 1 wherein at least some of the tyres are each cut:

(a) in a plane between opposing side walls thereof and are arranged in the wall so that both side walls generally face downwards; or

(b) to remove a substantial proportion of one of the side walls and are arranged in the wall so that the remaining uncut side wall generally faces downwards.

Sub H' 11. (Amended) A retaining wall for retaining an embankment or similar structure that is formed from a plurality of tyres arranged in a plurality of courses adjacent to the embankment wherein at least some of the tyres are each cut:

(a) in a plane between opposing side walls thereof and such that a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and so that the tyre can be arranged in the wall such that both side walls generally face downwards; or

(b) to remove a substantial proportion of one of the side walls wherein the removed side wall is arranged in the tyre to be adjacent to the remaining side wall, and the tyres are arranged in the wall so that the remaining uncut side wall generally faces downwards.

Sub FI 14. (Amended) A retaining wall as claimed in claim 11 wherein the courses of the retaining wall are arrayed in a manner as defined in claim 11.

Sub E1
15. (Amended) A retaining wall for retaining an embankment or similar structure including a reinforcing section extending rearwardly into the wall from an outer portion thereof, the reinforcing section being part of the retaining wall and being formed from:

- (a) longitudinal strips formed from tyre tread; or
(b) conveyor belt lengths;

wherein the tread or belt lengths are joined to define a grid formation.

Sub H1
18 17. (Amended) A retaining wall as claimed in either claim 15 or claim 16 wherein the reinforcing section is formed by joining together a plurality of tyre tread lengths and conveyor belt lengths.

Sub H1
19. (Amended) A retaining wall as claimed in claim 15 or 16 wherein said individual belt lengths are attached, linked, or threaded to/through adjacent belt lengths to define the grid formation.

20. (Amended) A retaining wall as claimed in claim 15 or 16 wherein the reinforcing section is formed from a plurality of sections cut from mining conveyor belts.

21. (Amended) A retaining wall as claimed in claim 15 wherein the outer portion of the wall is formed from a plurality of elements that are arranged in a plurality of courses adjacent to the embankment and a reinforcing section is provided for each course and is arranged to extend generally horizontally or to be downwardly inclined in the wall.

Sub H1
D8

22. (Amended) A retaining wall as claimed in claim 15 wherein the outer portion of the wall is formed from a plurality of tyres that are arranged in a plurality of courses adjacent to the embankment, with at least some of the tyres in the outer portion of the wall having an intact tread portion.

Sub H1
D9

23. (Amended) A retaining wall as claimed in claim 15 wherein the outer portion of the wall is formed from a plurality of tyres arranged in a plurality of courses in a manner as defined in claim 1.

Sub F2
D10

24. (Amended) A retaining wall as claimed in any one of the claims 1, 21, 22, 23 or 24 wherein the plurality of courses define a row and wherein a plurality of rows are arranged adjacent to the embankment.

Sub H1
D11

26. (Amended) A method as claimed in claim 25 wherein the base is formed to provide an incline in the wall to vertical, at a batter angle of 10° to 20°.

27. (Amended) A method as claimed in claim 26 wherein a central axis of each tyre in the wall is inclined from vertical at an angle that is approximately equal to the batter angle.

28. (Amended) A method as claimed in claim 27 wherein each course of tyres is arranged to be offset along the line of the course from adjacent course(s).

29. (Amended) A method as claimed in claim 26 wherein in step (b) a course of tyres is laid and each tyre is at least partially in-filled with a fill material prior to laying the next course.

Sub E2
D12
32. (Amended) A method for forming a retaining wall for retaining an embankment or similar structure comprising the steps of:

(a) forming a base for the retaining wall adjacent to the embankment and that slopes downwardly to the embankment from surrounding ground;

(b) arranging a plurality of tyres in a plurality of courses adjacent to the embankment and along the base,

wherein, prior to laying a course, at least some of the tyres in the course are each cut:

(i) in a plane between opposing side walls thereof and are arranged in the walls so that both side walls generally face downwards; or

(ii) to remove a substantial proportion of one of the side walls, and are arranged in the wall so that the remaining uncut side wall generally faces downwards.

Sub H1
D13
37~~36~~. (Amended) A method for forming a retaining wall from a plurality of tyres comprising the step of cutting at least some of the tyres:

(a) in a plane between opposing side walls thereof, wherein a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and then arranging those tyres in the wall so that both side walls generally face downwards; or

(b) to remove a substantial portion of one of the side walls, with the removed side wall being arranged in the tyre to be adjacent to the remaining side wall, and then

D13 arranging those tyres in the wall so that the remaining uncut side wall generally faces downwards.

Sub H1
D14 40³⁷. (Amended) A method as claimed in claim 36 wherein a plurality of tyre courses are constructed in accordance with the method as defined in claim 25.

Sub H1
D15 41. (Amended) A method for forming a retaining wall for retaining an embankment or similar structure including the step of positioning in the wall a reinforcing section that is formed from:

- (a) longitudinal strips formed from tyre tread; or
- (b) one or more conveyor belt lengths;

wherein each the reinforcing section is formed into a grid structure by joining together a plurality of tyre tread lengths or conveyor belt lengths.

Sub F3
D16 44. (Amended) A method as claimed in either claim 41 or 42 wherein the elements are tyres.

Sub F3
D17 46. (Amended) A method as claimed in claim 41 wherein the outer face of the wall is formed using a method as defined in claim 25.

Sub H1
D18 47. (Amended) A method as claimed in any one of the claims 40-43 and 44-48 wherein the conveyor belt lengths are cut from a mining conveyor belt.

Please cancel claim 18 and rewrite it in independent form as new claim 48, as follows:

Sub E3
48. A retaining wall for retaining an embankment or similar structure including:
an outer portion formed from a plurality of tyres that are arranged adjacent to the embankment with the tyres in the outer portion having an intact tread portion; a reinforcing section extending rearwardly into the wall from the outer portion and being formed from:

- (a) longitudinal strips formed from tyre treads; or
(b) conveyor belt lengths.

Please enter the following new claims 49-52.

49. A reinforcing section for use in retaining an embankment or similar structure that is a grid formed from:

- (a) longitudinal strips formed from tyre treads; or
(b) conveyor belt lengths.

50. A reinforcing section as claimed in claim 49 wherein individual lengths are attached, linked or threaded to/through adjacent lengths to define the grid.

Sub E3
51. A tyre for use in a retaining wall, the tyre being cut:

(a) in a plane between opposing side walls thereof and such that a section of the tyre remains uncut to provide a hinge for a pivoting of the resulting tyre portions

~~thereabout, and so that the tyre can be arranged in the wall such that both side walls~~
generally face downwards; or

8/8 (b) to remove a substantial proportion of one of the side walls wherein the removed side wall is arranged in the tyre to be adjacent to the remaining side wall, an so that the tyre can be arranged in the wall so that the remaining uncut side wall generally faces downwards.

Sub HI 51 52. A tyre as claimed in claim 51 wherein (b) a liner is positioned between the removed and remaining side walls for covering the lower opening of the tyre when arranged in the wall.